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January 28, 2009

Thomas S. Burack, Chairman
New Hampshire Site Evaluation Committee
29 Hazen Drive
P.O. Box 95
Concord, NH 03302-0095

Re: Docket No. SEC 2008-02 - Application of Tennessee Gas Pipeline Company For a Certificate of Site and Facility Concord Lateral Expansion Project

Dear Chairman Burack:

Enclosed for filing please find Tennessee Gas Pipeline Company's Update to Response to Public Counsel's Informal Data Request No. 1 from Technical Session of October 8, 2008. The Response is being updated principally to respond to questions asked by Director Stewart at the end of the adversarial hearing.

If you have any questions, please have your staff give me a call.

Sincerely yours,

Donald J. Pfundstein

DJP/skr

Enclosure

cc: Service List

Tennessee Gas Pipeline Company
Update to Response to Public Counsel's Informal
Data Request No. 1 from Technical Session of October 8, 2008

Dir. Stewart's Questions from Adversarial Hearing Conducted December 1, 2008

1) What is the total cost of substituting porous asphalt for conventional asphalt?

TGP Response:

A quote for the complete installation of each type of asphalt system was obtained from a local New Hampshire paving contractor who was familiar with the University of New Hampshire ("UNH") porous asphalt study. The quote for the porous asphalt system was based upon the UNH specification for porous asphalt and the quote for conventional asphalt was based upon the New Hampshire DOT specification for road construction. For 29,500 square feet of pavement, which includes the main entrance into the site and the parking lot, a complete porous asphalt system would be $197,275 versus $114,060 for a conventional asphalt system. The prices reflect 2009 construction and current NHDOT book price for fuel and asphalt cement.

2) What is the cost of using porous asphalt as a percentage of conventional asphalt?

TGP Response:

Based upon the quote received from the local New Hampshire paving contractor, the cost of porous asphalt would be approximately one percent of the entire project budget. In addition to such direct cost, Tennessee would incur incremental ongoing maintenance costs because:

- Porous asphalt is not conducive to industrial applications like TGP's compressor station;
- Porous asphalt requires a comprehensive maintenance schedule that standard asphalt avoids; and
- Porous asphalt becomes permanently clogged over time due to naturally occurring materials like sand and dirt.

TGP would also like to update and correct its initial response as follows:

- The corrected compressor station total paved area for parking, as well as roads internal and external to the station fenceline, is estimated to be **29,500 square feet** (0.68 acres) compared to a total land area of 11.6 acres. In other words, the paving is **less than six percent of the total acreage purchased by Tennessee (initial response noted 42,500 square feet (.97 acres) or less than 10% of total acreage)**. The corrected figures resulted from TGP's realization that its initial response had assumed that the road from the parking lot to the connection to the existing pipelines (NW corner of property) was asphalt. It is actually crushed rock.